

# APPLICATION FOR FINANCIAL ASSISTANCE

Revised 4/99

SCIP

ALLOCATION

CBO2J

LOAN #1

**IMPORTANT:** Please consult the "Instructions for Completing the Project Application" for completion of this form.

SUBDIVISION: CITY OF SILVERTON CODE# 061-72522

DISTRICT NUMBER: 2 COUNTY: Hamilton

DATE 09 / 09 / 05

CONTACT: MARK WENDLING

PHONE # (513) 936 - 6240

PERSON SHOULD BE THE INDIVIDUAL WHO WILL BE AVAILABLE DURING BUSINESS HOURS AND WHO CAN BEST ANSWER OR COORDINATE THE RESPONSE TO QUESTIONS

FAX (513) 936-6247

E-MAIL M.wendling@cityofsilverton.com

PROJECT NAME: PLAINFIELD ROAD IMPROVEMENTS

## SUBDIVISION TYPE

(Check Only 1)

- ☐ 1. County
- ☒ 2. City
- ☐ 3. Township
- ☐ 4. Village
- ☐ 5. Water/Sanitary District

(Section 6119 or 6117 O.R.C.)

## FUNDING TYPE REQUESTED

(Check All Requested & Enter Amount)

- ☒ 1. Grant \$525,000.00
- ☒ 2. Loan \$525,000
- ☐ 3. Loan Assistance \$

SDC 12-12-05

## PROJECT TYPE

(Check Largest Component)

- ☒ 1. Road
- ☐ 2. Bridge/Culvert
- ☐ 3. Water Supply
- ☐ 4. Wastewater
- ☐ 5. Solid Waste
- ☐ 6. Stormwater

TOTAL PROJECT COST: \$ 750,000.00

FUNDING REQUESTED: \$ 525,000.00

## DISTRICT RECOMMENDATION

To be completed by the District Committee ONLY

GRANT: \$

LOAN ASSISTANCE: \$

SCIP LOAN: \$ 525,000 RATE: 0 % TERM: 20 yrs.

RLP LOAN: \$ RATE: % TERM: yrs.

(Check Only 1)

☒ State Capital Improvement Program

Local Transportation Improvements Program

☐ Small Government Program

2005 SEP 16 PM 2:57

OFFICE OF NEW BURLINGTON  
COUNTY ENGINEER

## FOR OPWC USE ONLY

PROJECT NUMBER: C /C

Local Participation %

OPWC Participation %

Project Release Date: / /

OPWC Approval:

APPROVED FUNDING: \$

Loan Interest Rate: %

Loan Term: years

Maturity Date:

Date Approved: / /

SCIP Loan RLP Loan

## 1.0 PROJECT FINANCIAL INFORMATION

1.1 PROJECT ESTIMATED COSTS: (Round to Nearest Dollar)		FORCE ACCOUNT TOTAL DOLLARS DOLLARS	
a.)	Basic Engineering Services:	\$	_____
	Preliminary Design	\$	_____ .00
	Final Design	\$	_____ .00
	Bidding	\$	_____ .00
	Construction Phase	\$	_____ .00
	Additional Engineering Services *Identify services and costs below.	\$	_____ .00
b.)	Acquisition Expenses: Land and/or Right-of-Way	\$	_____ .00
c.)	Construction Costs:	\$	_____ 680,120.00
d.)	Equipment Purchased Directly:	\$	_____ .00
e.)	Permits, Advertising, Legal: (Or Interest Costs for Loan Assistance Applications Only)	\$	_____ .00
f.)	Construction Contingencies:	\$	_____ 69,880.00
g.)	TOTAL ESTIMATED COSTS:	\$	_____ 750,000.00

\*List Additional Engineering Services here:  
Service:

Cost:

## 1.2 PROJECT FINANCIAL RESOURCES:

(Round to Nearest Dollar and Percent)

	DOLLARS	%
a.) Local In-Kind Contributions	\$ <u>          .00</u>	<u>          </u>
b.) Local Revenues	\$ <u>      75,000.00</u>	<u>      10%</u>
c.) Other Public Revenues	\$ <u>          .00</u>	<u>          </u>
ODOT	\$ <u>          .00</u>	<u>          </u>
Rural Development	\$ <u>          .00</u>	<u>          </u>
OEPA	\$ <u>          .00</u>	<u>          </u>
OWDA	\$ <u>          .00</u>	<u>          </u>
CDBG	\$ <u>          .00</u>	<u>          </u>
OTHER <u>  MRF  </u>	\$ <u>     150,000.00</u>	<u>     20%</u>
 SUBTOTAL LOCAL RESOURCES:	 \$ <u>     225,000.00</u>	 <u>     30%</u>
d.) OPWC Funds		
1. Grant	\$ <u>     525,000.00</u>	<u>     70%</u>
2. Loan	\$ <u>     525,000.00</u>	<u>     70</u>
3. Loan Assistance	\$ <u>          .00</u>	<u>          </u>
 SUBTOTAL OPWC RESOURCES:	 \$ <u>     525,000.00</u>	 <u>     70%</u>
e.) TOTAL FINANCIAL RESOURCES:	\$ <u>     750,000.00</u>	<u>     100%</u>

ADC  
12-12-05

## 1.3 AVAILABILITY OF LOCAL FUNDS:

Attach a statement signed by the Chief Financial Officer listed in section 5.2 certifying all local share funds required for the project will be available on or before the earliest date listed in the Project Schedule section.

ODOT PID# \_\_\_\_\_ Sale Date: \_\_\_\_\_  
STATUS: (Check one)  
    Traditional \_\_\_\_\_  
    Local Planning Agency (LPA) \_\_\_\_\_  
    State Infrastructure Bank \_\_\_\_\_

## 2.0 PROJECT INFORMATION

If project is multi-jurisdictional, information must be consolidated in this section.

### 2.1 PROJECT NAME: PLAINFIELD ROAD IMPROVEMENTS

### 2.2 BRIEF PROJECT DESCRIPTION - (Sections A through C):

#### A: SPECIFIC LOCATION:

Plainfield Road from Woodford Road to Diehl Avenue, City of Silverton, Hamilton County, Ohio (see attached vicinity map).

PROJECT ZIP CODE: 45236

#### B: PROJECT COMPONENTS:

Total curb and drive apron replacement. Catch basins will be repaired, replaced, and reconstructed to grade. Additional storm inlets and sewer will be installed as necessary. New handicap curb ramps will be installed at intersections to meet ADA Requirements. Base repairs and pavement repairs will be done to the existing street. Pavement planing will occur over the entire existing width of roadway, and then overlaid with SAMI / Multi-seal surfacing interlayer, 2-1/2" asphalt concrete leveling and surface course, an asphalt rejuvenating agent, and new pavement markings.

#### C: PHYSICAL DIMENSIONS:

From Sta. 7+50 to Sta. 31+55, a distance of 2,405', the roadway is 24' wide back to back of curb.

#### D: DESIGN SERVICE CAPACITY:

Detail current service capacity versus proposed service level.

Road or Bridge: Current ADT 4,057 Year: 2004 Projected ADT: \_\_\_\_\_ Year: \_\_\_\_\_

Water/Wastewater: Based on monthly usage of 7,756 gallons per household, attach current rate ordinance. Current Residential Rate: \$ N/A Proposed Rate: \$ \_\_\_\_\_

Stormwater: Number of households served: N/A

### 2.3 USEFUL LIFE / COST ESTIMATE: Project Useful Life: 20 Years

Attach Registered Professional Engineer's statement, with original seal and signature confirming the project's useful life indicated above and estimated cost.

### 3.0 REPAIR/REPLACEMENT or NEW/EXPANSION:

TOTAL PORTION OF PROJECT REPAIR/REPLACEMENT \$ 750,000.00

TOTAL PORTION OF PROJECT NEW/EXPANSION \$ .00

### 4.0 PROJECT SCHEDULE: \*

	BEGIN DATE	END DATE
4.1 Engineering/Design:	<u>04 / 04 / 06</u>	<u>06 / 30 / 06</u>
4.2 Bid Advertisement and Award:	<u>07 / 04 / 06</u>	<u>08 / 21 / 06</u>
4.3 Construction:	<u>09 / 26 / 06</u>	<u>06 / 30 / 07</u>
4.4 Right-of-Way/Land Acquisition:	<u>N/A</u>	<u>N/A</u>

\* Failure to meet project schedule may result in termination of agreement for approved projects. Modification of dates must be requested in writing by the CEO of record and approved by the commission once the Project Agreement has been executed. The project schedule should be planned around receiving a Project Agreement on or about July 1st.

### 5.0 PROJECT OFFICIALS:

#### 5.1 CHIEF EXECUTIVE

OFFICER Mr. Mark Wendling  
TITLE City Manager  
STREET City of Silverton  
6860 Plainfield Road  
CITY/ZIP City of Silverton, Ohio 45236  
PHONE (513) 936-6240  
FAX (513) 936-6247  
E-MAIL M.wendling@cityofsilverton.com

#### 5.2 CHIEF FINANCIAL

OFFICER Mr. Mark Wendling  
TITLE City Manager  
STREET City of Silverton  
6860 Plainfield Road  
CITY/ZIP City of Silverton, Ohio 45236  
PHONE (513) 936-6240  
FAX (513) 936-6247  
E-MAIL M.wendling@cityofsilverton.com

#### 5.3 PROJECT MANAGER

TITLE Mr. David M. Emerick, P.E.  
STREET City Engineer  
CDS Associates, Inc.  
11120 Kenwood Road  
CITY/ZIP Cincinnati, Ohio 45242  
PHONE (513) 791-1700  
FAX (513) 791-1936  
E-MAIL Demerick@cds-assoc.com

Changes in Project Officials must be submitted in writing from the CEO.

## 6.0 ATTACHMENTS/COMPLETENESS REVIEW:

Confirm in the blocks [ ] below that each item listed is attached.

- [ x ] A certified copy of the legislation by the governing body of the applicant authorizing a designated official to sign and submit this application and execute contracts. This individual should sign under 7.0, Applicant Certification, below.
- [ x ] A certification signed by the applicant's chief financial officer stating all local share funds required for the project will be available on or before the dates listed in the Project Schedule section. If the application involves a request for loan (RLP or SCIP), a certification signed by the CFO, which identifies a specific revenue source for repaying the loan also, must be attached. Both certifications can be accomplished in the same letter.
- [ x ] A registered professional engineer's detailed cost estimate and useful life statement, as required in 164-1-13, 164-1-14, and 164-1-16 of the Ohio Administrative Code. Estimates shall contain an engineer's original seal or stamp and signature.
- [N/A] A cooperation agreement (if the project involves more than one subdivision or district) which identifies the fiscal and administrative responsibilities of each participant.
- [N/A] Projects which include new and expansion components and potentially affect productive farmland should include a statement evaluating the potential impact. If there is a potential impact, the Governor's Executive Order 98-VII and the OPWC Farmland Preservation Review Advisory apply.
- [ x ] Capital Improvements Report: (Required by O.R.C. Chapter 164.06 on standard form)
- [ x ] Supporting Documentation: Materials such as additional project description, photographs, economic impact (temporary and/or full time jobs likely to be created as a result of the project), accident reports, impact on school zones, and other information to assist your district committee in ranking your project. Be sure to include supplements, which may be required by your *local* District Public Works Integrating Committee.

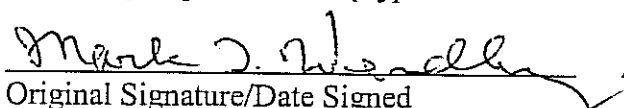
## 7.0 APPLICANT CERTIFICATION:

The undersigned certifies that: (1) he/she is legally authorized to request and accept financial assistance from the Ohio Public Works Commission as identified in the attached legislation; (2) to the best of his/her knowledge and belief, all representations that are part of this application are true and correct; (3) all official documents and commitments of the applicant that are part of this application have been duly authorized by the governing body of the applicant; and, (4) should the requested financial assistance be provided, that in the execution of this project, the applicant will comply with all assurances required by Ohio Law, including those involving Buy Ohio and prevailing wages.

Applicant certifies that physical construction on the project as defined in the application has NOT begun, and will not begin until a Project Agreement on this project has been executed with the Ohio Public Works Commission. Action to the contrary will result in termination of the agreement and withdrawal of Ohio Public Works Commission funding from the project.

Mark Wendling, City Manager

Certifying Representative (Type or Print Name and Title)

 9/15/05

Original Signature/Date Signed

# CDS Associates, Inc.

PROJECT: PLAINFIELD RD. IMPROVEMENTS-WOODFORD RD. TO DIEHL AVE.  
CITY OF SILVERTON

DATE: 9/9/2005

PROJECT: 2005014-003

SCIP

Item No.	Spec. No.	ITEM	Estimated Quantity	Unit of Measure	Unit Cost Total	Item Cost
201		CLEARING AND GRUBBING	1	LS	\$5,000.00	\$10,000.00
253		ASPHALT PAVEMENT REPAIR	1,100	SY	\$57.00	\$62,700.00
254		PAVEMENT PLANING- 3"	7,500	SY	\$3.50	\$26,250.00
301		301-M ASPHALT CONCRETE LEVELING COURSE - 1 1/2" AVG.	314	CY	\$105.00	\$32,970.00
423		CRACK SEALING	350	GAL	\$25.00	\$8,750.00
448		ASPHALT CONCRETE SURFACE COURSE- 1 1/2"	314	CY	\$125.00	\$39,250.00
448		MULTI - SEAL SURFACING / SAMI - 1/2"	7,500	SY	\$3.00	\$22,500.00
448		ASPHALT REJUVENATING AGENT	7,500	SY	\$0.85	\$6,375.00
452		CONCRETE DRIVEWAY REMOVAL AND REPLACEMENT	3,000	SF	\$7.00	\$21,000.00
602		HEADWALL	2	EA	\$500.00	\$1,000.00
603		STORM SEWER PIPE - 12"	1,000	LF	\$100.00	\$100,000.00
604		MANHOLE ADJUSTED TO GRADE	15	EA	\$275.00	\$4,125.00
604		CATCH BASIN RECONSTRUCTED TO GRADE	10	EA	\$750.00	\$7,500.00
604		NEW CATCH BASIN	5	EA	\$2,500.00	\$12,500.00
608		CONCRETE SIDEWALK	24,000	SF	\$5.50	\$132,000.00
608		CONCRETE WALK FOR ADA RAMPS	1,200	SF	\$6.00	\$7,200.00
608		CURB RAMP	12	EA	\$450.00	\$5,400.00

17.17.

DATE: 9/9/2005  
PROJECT: 2005014-003

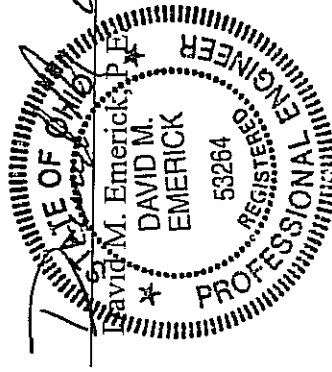
PROJECT: 2005014-003

Page 2 of 2



USEFUL LIFE: UPON SATISFACTORY COMPLETION OF THE WORK, THE USEFUL LIFE OF THE PLAINFIELD ROAD IMPROVEMENTS WILL BE 20 YEARS.

THE ABOVE OPINION OF CONSTRUCTION COST IS SUBJECT TO ADJUSTMENT UPON DETAILED CONSTRUCTION PLAN COMPLETION, AND UPON RECEIPT OF BIDS FROM QUALIFIED CONTRACTORS.



*David M. Emerick* / 9-14-05-  
#53264 Date

The City of  
Silverton

6860 PLAINFIELD ROAD  
SILVERTON, OHIO 45236

BUSINESS: 513-936-6240  
FAX: 513-936-6247

August 24, 2005

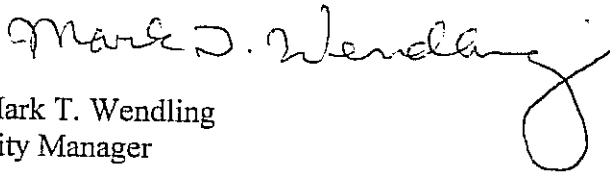
RE: Plainfield Road Improvement Project

To Whom It May Concern:

This letter serves to certify that \$75,000, representing the local match for the above referenced project, will be available from the City of Silverton Road Fund on or before the dates listed for construction Section 4.0 of the Application for Financial Assistance.

Please contact me should you have any further questions regarding the City of Silverton local commitment.

Sincerely,



Mark T. Wendling  
City Manager

**A RESOLUTION AUTHORIZING THE CITY MANAGER  
TO SUBMIT APPLICATION TO  
AND ENTER INTO CONTRACT  
WITH THE OHIO PUBLIC WORKS COMMISSION  
FOR STATE CAPITAL IMPROVEMENT PROGRAM (SCIP) FUNDS**

**WHEREAS:** The Ohio Public Works Commission has created the State Capital Improvement Program (SCIP) whereby municipalities can apply for funds to undertake capital improvements; and

**WHEREAS:** The City of Silverton desires to make improvements to Plainfield Road due to its deteriorated condition; and

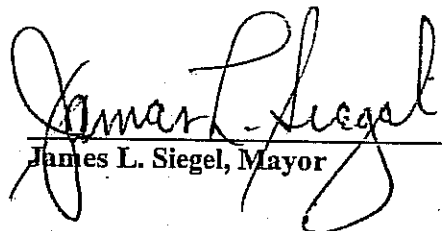
**WHEREAS:** SCIP funds are available to help pay for said improvement to Plainfield Road.

**NOW THEREFORE BE IT RESOLVED** by the Council of the City of Silverton, that:

**SECTION I.** The City Manager is hereby authorized to submit to the Ohio Public Works Commission an application for 2005 SCIP funds to be used to help pay for the Plainfield Road project.

**SECTION II.** The City Manager is further authorized to enter into a contract with the Ohio Public Works Commission for the funding of the aforesaid projects should SCIP funding be provided for the projects.

*Passed this 18th day of August 2004.*

  
James L. Siegel, Mayor

**ATTEST:**

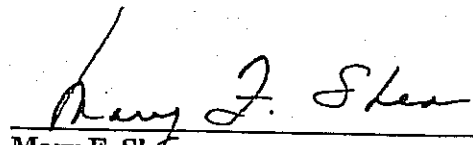
  
Mark T. Wendling, City Manager

*Approved as to form:*

 for Bryan E. Pacheco  
Bryan E. Pacheco, Deputy Solicitor

**CERTIFICATION:**

I, Mary F. Shea, Clerk-Treasurer of the City of Silverton, County of Hamilton, State of Ohio; do hereby certify that there is no newspaper published in said municipality and that publication of the foregoing Resolution No. 05-470 has been duly made by posting true copies in five (5) of the most public places in said municipality, as determined by Council as follows: 1) Tamworth Circle & Plainfield Road; 2) Parkview Lane at Railroad; 3) Blue Ash Road & Plainfield Road; 4) Silverton Municipal Building; and 5) Silverton Playfield Entrance & Montgomery Road. Said posting was for a period of fifteen days commencing 8-24- 2005.

  
Mary F. Shea  
Clerk-Treasurer of Silverton, Ohio

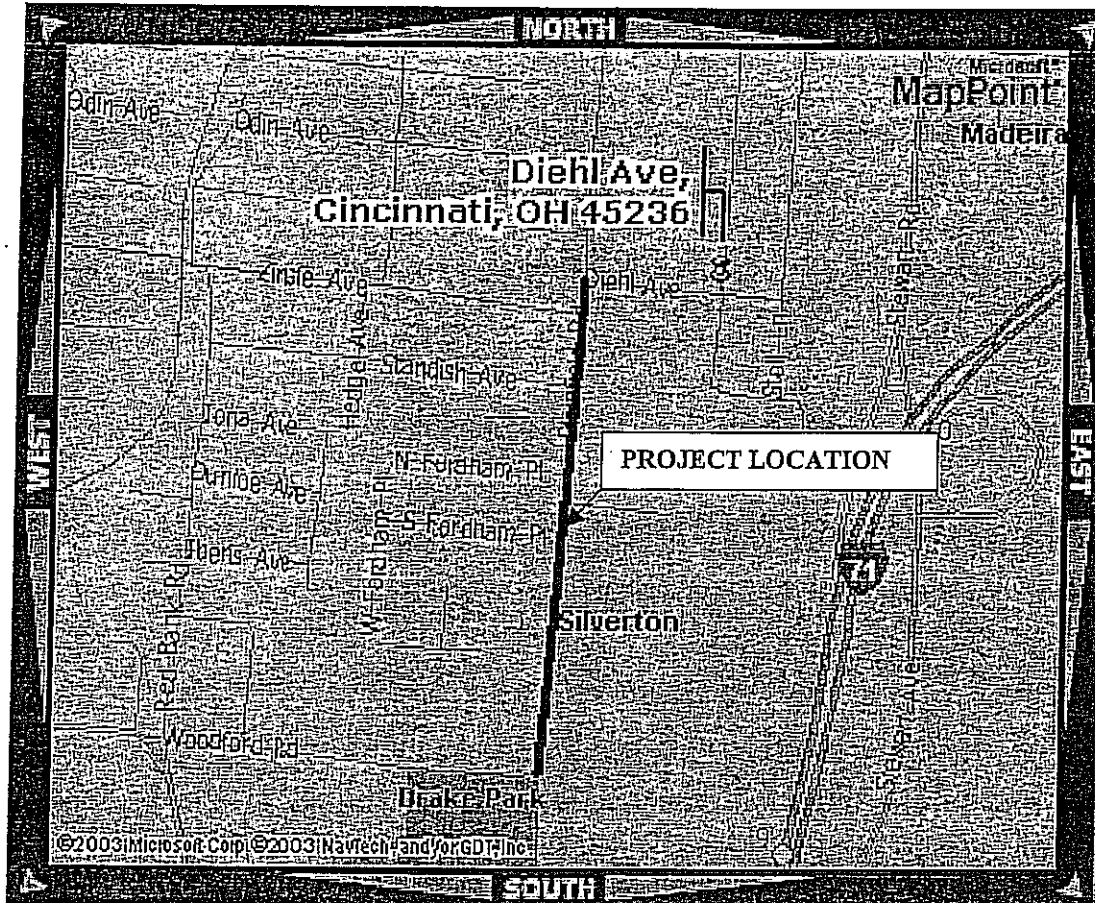
## HAMILTON COUNTY ENGINEER'S OFFICE

### PROJECT APPLICATION - MUNICIPAL ROAD FUND - 2006

INSTRUCTIONS: Use one form for each project. Assign priority to projects. The Municipality's Engineer, or a Registered Engineer of the Municipality's choosing shall prepare the application cost estimate. **Submit by 4:00 p.m., August 31, 2005.**

- (1) Municipality City of Silverton
- (2) Road Name Plainfield Road Improvements
- (3) Project Limits Woodford Road to Diehl Avenue  
(Please give a "from - to" limit if possible).
- (4) Project Priority (1) 2006
- (5) Present Roadway Data: (Answer all that apply)
- (a) Pav't. Width 25' (b) R/W Width 40' - 60' (c) Curb Type Asphalt /Rolled Concrete
- (d) Type Surface Concrete (e) Type Base Stone (f) Shldr. Type None
- (g) Shldr. Width N/A (h) Year Last Resurfaced 1990
- (6) **Present condition of project area:** List deficiencies and reasons for improvement.  
Heavy pavement raveling, deterioration of curbs, some storm sewer / inlets under capacity, limited sidewalks. Curb ramps do not meet accessibility standards and some utility cuts are present.
- (7) **Project description or statement of work to be done:** Include width and type of new pavement and other project particulars.  
Placement of additional storm sewer inlets, replacement of broken asphalt concrete curbs with new ODOT Type 6 concrete curbs, pavement planing and resurfacing 25' wide with 1-1/2" asphalt concrete leveling course and 1-1/2" asphalt concrete surface course, and install additional walk and ADA ramps.
- (8) **Traffic Data:** (a) Present Volume 4,057 VPD (b) Date of Count August 2004
- (9) **Cost Estimate:**  
When engineering plans are necessary, list the following costs:
- |  |      |                               |
|--|------|-------------------------------|
| (a) Preparation of preliminary plans & estimates, etc. | \$   | <u>0.00</u>                   |
| (b) Preparation of final plans & estimates, etc.       | \$   | <u>0.00</u>                   |
| (c) Construction Cost Estimate                         | \$   | <u>750,000.00</u>             |
| (d) Other Costs (Specify)                              | * \$ | <u>N/A</u>                    |
| <b>TOTAL AMOUNT OF <u>MRF FUNDS</u> APPLIED FOR</b>    |      | <b>= \$ <u>150,000.00</u></b> |

PLAINFIELD ROAD  
FROM WOODFORD ROAD TO DIEHL AVENUE  
CITY OF SIVERTON



VICINITY MAP

**RECORD OF PROCEEDINGS**  
 Minutes of the Silverton City Council Meeting  
 Held Thursday, February 17<sup>th</sup>, 2005

The Council of the City of Silverton met for a meeting in Council Chambers at 6860 Plainfield Rd. at 7:00 p.m. on Thursday, February 17<sup>th</sup>, 2005. Mayor Siegel called the meeting to order.

**OPENING REMARKS:**

Councilman Sylvester opened the meeting with a prayer and the Silverton Paideia Students of the Month lead the Pledge of Allegiance.

**ROLL CALL:**

**ELECTED OFFICIALS:**

**ALSO PRESENT:**

James Siegel	Mayor	Present	Mark Wendling, City Manager
Frank Sylvester	Council	Present	Bryan Pacheco, Solicitor
Michael E. Morthorst	Council	Present	Meredith George, Administrative Clerk
Mark J. Quarry	Council	Present	
John A. Smith	Council	Absent	
Idella Thompson	Council	Present	
Mary F. Shea	Clerk- Treasurer	Present	

**REVIEW MEETING AGENDA:**

No changes were needed in the agenda.

**APPOINTMENTS:**

Mayor Siegel noted that Councilman James Anderson had tendered his resignation from Council due to health reasons, and that the Central Democratic Committee had chosen Mrs. Joyce Glover to fill the vacancy. Councilman Smith motioned to accept the recommendation and was seconded by Councilwoman Thompson. All voted aye. Motion carried. Mrs. Glover was then sworn in to her council seat by Mayor Siegel.

Mayor Siegel also noted that long time Deputy Solicitor Bryan Pacheco was now being appointed to Solicitor. Mr. Pacheco was then sworn in as City Solicitor by Mayor Siegel.

**APPROVAL OF MINUTES FROM PRIOR MEETINGS:**

The minutes from December 16, 2004, January 6, 2005 and February 3, 2005 were presented for approval. Councilman Quarry motioned to accept the minutes and was seconded by Councilwoman Thompson. All voted aye. Motion carried.

### **NEW BUSINESS AND COMMITTEE REPORTS:**

- 1) Budget Report
  - a) Mr. Wendling reported that the December 2004 and January 2005 budget reports were not finished yet, but would be ready for the March 3<sup>rd</sup> workshop meeting.
- 2) City Manager Report
  - a) Mr. Wendling gave a summary of the Snow Emergency Ordinance that was passed earlier in the year. He touched on the highlight of the ordinance, which requires all cars be parked off the street during a major snow event.
  - b) Mr. Wendling announced we may get reimbursed by FEMA for a portion or all of the costs incurred during the winter storm in December of 2004.
  - c) Mr. Wendling also reported that the Park Board will be sponsoring an Easter Egg Hunt at the park, scheduled for March 19<sup>th</sup>, with a rain date of March 26<sup>th</sup>.
- 3) Open Discussion
  - a) Mayor Siegel asked if we would be having the Concerts in the Park again this year. Councilman Morthorst reported that indeed, we would.
  - b) Councilman Quarry spoke briefly about Winners Walk Tall and encouraged anyone interested to volunteer to be a character coach.
- 4) Introduction of New Legislation
  - a) Mr. Wendling introduced the following new legislation:
    - i) 05-3190 An Ordinance Making Appropriations for the Expenses of the City of Silverton, Ohio for the Fiscal Year 2005 and Declaring and Emergency.
    - ii) 05-454 A Resolution Authorizing the City Manager to Enter into a Rental Agreement with the Hamilton County Board of Elections for the Purpose of Securing Polling Facilities for Precincts at the Silverton Municipal Building in order to Accomplish General, Special and Primary Elections.

### **PUBLIC COMMENTS REGARDING NEW BUSINESS:**

#### **Melvin Reeves – 4008 Tamworth Circle**

Mr. Reeves asked if our revenue would cover our spending for 2005. Mr. Wendling reported that yes it would, and we do not operate on a deficit spending budget.

### **READING OF PENDING LEGISLATION:**

Clerk-Treasurer Shea read 05-3190 An Ordinance Making Appropriations for the Expenses of the City of Silverton, Ohio for the Fiscal Year 2005 and Declaring and Emergency. Councilman Smith moved to adopt the legislation and was seconded by Councilman Sylvester. A roll call vote was taken. All voted aye. Motion carried. Councilman Smith motioned to suspend the rules and was seconded by Councilman Quarry. All voted aye. Motion carried.

Clerk-Treasurer Shea read 05-454 A Resolution Authorizing the City Manager to Enter into a Rental Agreement with the Hamilton County Board of Elections for the Purpose of Securing Polling Facilities for Precincts at the Silverton Municipal Building in order to Accomplish General, Special and Primary Elections. Councilman Smith moved to adopt the legislation and was seconded by Councilman Sylvester. A roll call vote was taken. All voted aye. Motion carried.

### **MOTION TO ADJOURN TO EXECUTIVE SESSION:**

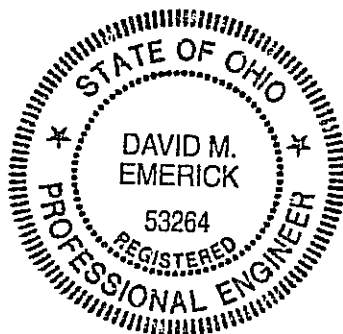
Councilwoman Thompson moved to adjourn to executive session, and was seconded by Councilman Sylvester. A roll call vote was taken. All voted aye. Motion carried.

FUND		12/31/04 BALANCE	RECEIPTS	DISBURSEMENTS	ADJUSTMENT INCREASE		ADJUSTMENT DECREASE		7/31/05 BALANCE
110	GENERAL FUND	636,189.41	1,634,534.43	1,252,705.45	1	17,427.17	2	97,574.02	974,995.31
		445,000.00		71,350.00	3	8,308.88	5	5,964.69	373,650.00
		1,081,189.41			4	7,949.11			1,348,645.31
					5	484.13			
					6	5,366.64			
					7	13,279.70			
					2	7,700.00			
201	STREET MAINTENANCE	214,654.55	118,338.37	94,434.74	1	2,988.69	3	8,308.88	212,050.70
					5		4	7,672.46	
					2		5	235.13	
							7	13,279.70	
202	STATE HIGHWAY	31,124.69	16,520.47	7,805.48	1	417.47	4	276.65	39,961.87
					2		5	18.63	
204	PARK IMPROVEMENT	3,508.51							3,508.51
208	MAYOR'S COURT	48,174.43	8,808.00	16,361.25			5		40,621.18
209	RECYCLING	2,122.78	560.99	1,298.22	5				1,385.55
212	STREET SCAPING	3,417.16							3,417.16
216	ENTRY OF FORFEITURE	263.70	90.00						353.70
217	DRUG OFFENDER	287.15	170.00		5				457.15
218	FIRE FUND	0.00	10,000.00	20,506.59	2	10,506.59	5		0.00
					5				
221	SECTION RD.	34,785.85		34,667.60	2		5		118.25
222	FIRE HYDRANT	22.84	7,678.40	5,437.96	2	1,598.76	2	7,700.00	(3,837.96)
223	STOLL LN WATER	146,587.69		239,083.69	2	11,386.53	5		(81,109.47)
224	E. GATEWOOD LN	0.00		4,097.57	2	4,097.57	5		0.00
250	CONTINGENCY RESERVE	69,319.36			2				69,319.36
260	FEMA	0.00	3,812.00		5		5		3,812.00
403	BELKENTON	0.00	28,077.00	58,077.00	2	30,000.00	5		0.00
					5				
405	MONTGOMERY RD	148,724.94		39,077.41			5		109,647.53
406	CAPITAL IMPROVEMENT	54,151.59		24,401.72	2		5		29,749.87
					5				
418	FIRE DISTRICT	908.93		40,893.50	2	39,984.57	5		0.00
501	DEBT RETIREMENT	2,421.00							2,421.00
TOTAL		1,841,664.58	1,828,589.66	1,910,198.18		161,495.81		141,030.16	1,780,521.71



# TRAFFIC CERTIFICATION STATEMENT

This is to certify that the attached documentation regarding 24-hour traffic volume has been obtained by an actual mechanical count taken at the location and date noted on the traffic count printout.



*David M. Emerick*

David M. Emerick, P.E.  
City Engineer

*9-14-05*

Date

Weather :  
 Counted by: Ehim, Mpop  
 Board # : 07399  
 Other :

CDS & Associates, Inc,  
 11120 Kenwood Rd.  
 Cincinnati, Ohio 45242  
 (513) 791-1700

Site Code : 200401400600  
 Start Date: 08/03/2004  
 File I.D. : H:\TRAFFIC\TA  
 Page : 2

Street name : Plainfield Rd. Cross street: South of Montgomery Rd. ,

Begin Time	NB		SB		Combined		
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	
12:00 08/04	3	37	3	20	6	57	
12:15	4	43	5	27	9	70	
12:30	6	35	9	27	15	62	
12:45	6	38	5	30	11	68	257
01:00	5	36	3	33	8	69	
01:15	4	26	1	30	5	56	
01:30	2	32	2	23	4	55	
01:45	0	35	0	25	0	60	240
02:00	2	32	5	32	7	64	
02:15	2	39	1	26	3	65	
02:30	3	41	2	18	5	59	
02:45	2	36	1	26	3	62	250
03:00	1	41	0	23	1	64	
03:15	1	44	2	35	3	79	
03:30	1	44	1	24	2	68	
03:45	2	48	3	31	5	79	290
04:00	1	48	1	25	2	73	
04:15	2	43	1	34	3	77	
04:30	3	45	2	26	5	71	
04:45	3	43	0	25	3	68	289
05:00	5	48	0	34	5	82	
05:15	4	72	0	34	4	106	
05:30	11	50	1	34	12	84	
05:45	15	63	3	27	18	90	362
06:00	18	56	3	27	21	83	
06:15	19	50	7	28	26	78	
06:30	11	33	10	40	21	73	
06:45	28	42	8	38	36	80	314
07:00	21	31	10	33	31	64	
07:15	24	27	17	29	41	56	
07:30	30	42	25	32	55	74	
07:45	28	28	22	18	50	46	240
08:00	35	31	18	23	53	54	
08:15	32	21	13	30	45	51	
08:30	32	25	13	26	45	51	
08:45	30	28	21	26	51	54	210
09:00	40	21	19	18	59	39	
09:15	38	16	18	28	56	44	
09:30	31	19	24	17	55	36	
09:45	38	10	22	22	60	32	151
10:00	28	10	20	10	48	20	
10:15	32	13	19	16	51	29	
10:30	35	8	26	13	61	21	
10:45	48	10	27	8	75	18	88
11:00	41	8	19	5	60	13	
11:15	31	10	26	10	57	20	
11:30	40	6	18	9	58	15	
11:45	32	7	19	6	51	13	61
Totals	830	1571	475	1181	1305	2752	
Day Totals		2401		1656		4057	
Split %	63.6%	57.0%	36.4%	42.9%			

Peak Hour	10:45	05:15	10:30	06:30	10:30	05:15
Volume	160	241	98	140	253	363
P.H.F.	.83	.83	.90	.87	.84	.85



Planning  
and  
Scheduling  
Department

September 7, 2005

Mr. Mark Kluesener  
CDS Associates, Inc.  
11120 Kenwood Road  
Cincinnati, Ohio 45242

Dear Mr. Kluesener:

The Southwest Ohio Regional Transit Authority (SORTA), more commonly known as The Metro, operates fixed route public transit service on all four of the street segments listed in the e-mail that you sent to me. These road segments that are served by Metro are as follows:

On Harrison Avenue between North Bend and Glenmore

This road segment is served by Metro Route 21, Harrison Avenue and by Metro Route 40X, Montana Express. The combined estimated daily ridership on weekdays for these two routes is 3,000 passengers. We estimate that about 300 passengers per day travel through this specific street segment on Metro service.

On Blue Ash Road between Hunt and Cooper

This road segment is served by Metro Route 3X, Montgomery Express and Metro Route 3, Montgomery Job Connection. The combined estimated daily ridership on weekdays for these two routes is 600 passengers. We estimate that about 150 passengers per day travel through this specific street segment on Metro service.

On Plainfield Road between Diehl and Zinsle

This road segment is served by Metro Route 4, Blue Ash. The estimated daily ridership on weekdays for Metro Route 4 is as 4,600 passengers. We estimate that about 100 passengers per day travel through this street segment on Metro service.

On Main Street in Addyston between Dinning and Depot

This road segment is served by Metro Route 50, Saylor Park. The

Metro is a non-profit  
public service of  
Southwest Ohio Regional  
Transit Authority

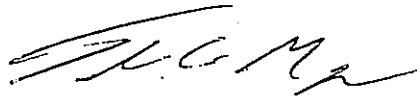
1401 Bank Street  
Cincinnati, Ohio 45214-1782  
(513) 632-7543  
FAX (513) 632-7694

Mark Kluesener Letter  
September 7, 2005  
Page 2 of 2

estimated daily ridership on weekdays for Route 50 is 1,700 passengers. We estimate that about 20 passengers per day travel through this street segment on Metro service.

Thanks for your interest in Metro service. If I can be of any further assistance, please let me know.

Sincerely,

A handwritten signature in dark ink, appearing to read 'T. C. Meyer', with a stylized flourish at the end.

Ted C. Meyer  
Manager of Planning & Scheduling

**PLAINFIELD PIKE  
WOODFORD ROAD TO DIEHL AVENUE  
CITY OF SILVERTON, OHIO**



Existing asphalt at south end of project is experiencing rutting and cracking.



Asphalt curbing along west side near south end of project is cracking and deteriorating.

**PLAINFIELD PIKE  
WOODFORD ROAD TO DIEHL AVENUE  
CITY OF SILVERTON, OHIO**



Pavement along west side is showing signs of significant "alligator" cracking.



Asphalt concrete curbing is badly cracked and deteriorating affecting drainage controls.

**PLAINFIELD PIKE  
WOODFORD ROAD TO DIEHL AVENUE  
CITY OF SILVERTON, OHIO**



Pavement along east side of Plainfield Pike at the south end of the project is experiencing significant raveling and rutting. Notice depth of rutting and exposed aggregate.



**PLAINFIELD PIKE  
WOODFORD ROAD TO DIEHL AVENUE  
CITY OF SILVERTON, OHIO**



Pavement in both lanes midway through the project is experiencing severe rutting and raveling. Curbing is deteriorated or nonexistent affecting drainage controls.





## ADDITIONAL SUPPORT INFORMATION

For Program Year 2006 (July 1, 2006 through June 30, 2007), jurisdictions shall provide the following support information to help determine which projects will be funded. Information on this form must be accurate, and where called for, based on sound engineering principles. Documentation to substantiate the individual items, as noted, is required. The applicant shall also use the rating system and its' addendum as a guide. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

IF YOU ARE APPLYING FOR A GRANT, WILL YOU BE WILLING TO ACCEPT A LOAN IF ASKED BY THE DISTRICT?   X   YES            NO (ANSWER REQUIRED)

Note: Answering "Yes" will not increase your score and answering "NO" will not decrease your score.

### 1) What is the condition of the existing infrastructure that is to be replaced or repaired?

Give a brief statement of the deficient conditions of the present facility exclusive of capacity, serviceability, health and/or safety issues. If known, give the approximate age of the infrastructure to be replaced, repaired, or expanded. Use documentation (if possible) to support your statement. Documentation may include (but is not limited to): ODOT BR86 reports, pavement management condition reports, televised underground system reports, age inventory reports, maintenance records, etc., and will only be considered if included in the original application. Examples of deficiencies include: structural condition; substandard design elements such as widths, grades, curves, sight distances, drainage structures, etc.

*17.1 % for O.R.*  
Throughout the length of the project, the curbing is deteriorated and/or non-existent. Catch basins are failing due to age, and need to be replaced. Intersections do not have handicap ramps, meeting accessibility requirements. The asphalt pavement is cracking, rutting and raveling over the length of project. Sidewalk exist on less than half this section but is in poor condition.

### 2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the safety of the service area. The design of the project is intended to reduce existing accident rate, promote safer conditions, and reduce the danger of risk, liability or injury. (Typical examples may include the effects of the completed project on accident rates, emergency response time, fire protection, and highway capacity). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

The proposed improvements will eliminate the pavement and curb deterioration, and improve the drainage along the street. Pavement surfaces are severely raveled to the point that vehicle control is affected. Stormwater spills over into adjacent properties due to breaks in the curbs. Installation of handicap ramps at the intersections will improve access to the proposed sidewalks.

### 3) How important is the project to the health of the Public and the citizens of the District and/or service area?

Give a statement of the projects effect on the health of the service area. The design of the project will improve the overall condition of the facility so as to reduce or eliminate potential for disease, or correct concerns regarding the environmental health of the area. (Typical examples may include the effects of the completed project by improving or adding storm drainage or sanitary facilities, replacing lead jointed water lines, etc.). Please be specific and provide documentation if necessary to substantiate the data. The applicant must demonstrate the type of problems that exist, the frequency and severity of the problems and the method of correction.

Implementing the proposed improvements will provide a higher level of serviceability and rideability, provide continuous pedestrian access as well as ADA compliance, and also allow for safer emergency vehicle access.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance.

Priority 1 Plainfield Road Improvements

Priority 2 \_\_\_\_\_

Priority 3 \_\_\_\_\_

Priority 4 \_\_\_\_\_

Priority 5 \_\_\_\_\_

5) To what extent will the user fee funded agency be participating in the funding of the project?

(example: rates for water or sewer, frontage assessments, etc.).

N/A

\_\_\_\_\_

\_\_\_\_\_

6) Economic Growth - How will the completed project enhance economic growth?

Give a statement of the projects effect on the economic growth of the service area (be specific).

None

\_\_\_\_\_

\_\_\_\_\_

7) Matching Funds - LOCAL

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (b) of the Ohio Public Works Association's "Application for Financial Assistance" form.

8) Matching Funds - OTHER

The information regarding local matching funds is to be filed by the applicant in Section 1.2 (c) of the Ohio Public Works Association's "Application for Financial Assistance" form. If MRF funds are being used for matching funds, the MRF application must be filed by August 31<sup>st</sup> of this year for this project with the Hamilton County Engineer's Office. List below, the source(s) of all "other" funding

MRF Funds (20%)

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**9) Will the project alleviate serious capacity problems or respond to the future level of service needs of the District?**

Describe how the proposed project will alleviate serious capacity problems (be specific).

The proposed improvements will allow for safer conditions for vehicles and pedestrians after pavement curb and sidewalk repairs have been completed.

For roadway betterment projects, provide the existing and proposed Level of Service (LOS) of the facility using the methodology outlined within AASHTO's "Geometric Design of Highways and Streets" and the 1985 Highway Capacity Manual.

Existing LOS NA Proposed LOS

If the proposed design year LOS is not "C" or better, explain why LOS "C" cannot be achieved.

N/A

**10) IF SCIP / LTIP funds are granted, when would the construction contract be awarded?**

If SCIP / LTIP funds are awarded, how soon after receiving the Project Agreement from OPWC (tentatively set for July 1, of this year following the deadline for applications) would the project be under contract? The Support Staff will review status reports of previous projects to help judge the accuracy of a jurisdiction's anticipated project schedule.

Number of Months 3

- a.) Are preliminary plans or engineering completed? Yes  No x N/A
- b.) Are detailed construction plans completed? Yes  No x N/A
- c.) Are all utility coordination's completed? Yes  No x N/A
- d.) Are all right-of-way and easements acquired (if applicable)? Yes  No  N/A x

If no, how many parcels needed for project? 0 Of these, how many are: Takes   
Temporary   
Permanent

For any parcels not yet acquired, explain the status of the ROW acquisition process for this project.

N/A

- e.) Give an estimate of time needed to complete any item above not yet completed. 3 Months.

**11) Does the infrastructure have regional impact?**

Give a brief statement concerning the regional significance of the infrastructure to be replaced, repaired, or expanded.

Plainfield Road provides access to City offices, as well as neighboring communities. It provides a connection from Montgomery Road to Red Bank Road, Madisonville and other points south and is used by regional traffic to access the Kenwood Towne Centre area.

**12) What is the overall economic health of the jurisdiction?**

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

**13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?**

Describe what formal action has been taken which resulted in a ban of the use of or expansion of use for the involved infrastructure? Typical examples include weigh limits, truck restrictions, and moratoriums or limitations on issuance of building permits, etc. The ban must have been caused by a structural or operational problem to be considered valid. Submission of a copy of the approved legislation would be helpful.

No ban

Will the ban be removed after the project is completed? Yes \_\_\_\_\_ No \_\_\_\_\_ N/A x

**14) What is the total number of existing daily users that will benefit as a result of the proposed project?**

For roads and bridges, multiply current Average Daily Traffic (ADT) by 1.20. For inclusion of public transit, submit documentation substantiating the count. Where the facility currently has any restrictions or is partially closed, use documented traffic counts prior to the restriction. For storm sewers, sanitary sewers, water lines, and other related facilities, multiply the number of households in the service area by 4. User information must be documented and certified by a professional engineer or the jurisdictions' C.E.O.

Traffic: ADT 4,057 x 1.20 = 4,968 Users \* **Includes Metro Ridership**  
Water / Sewer: Homes \_\_\_\_\_ x 4.00 = \_\_\_\_\_ Users

**15) Has the jurisdiction enacted the optional \$5.00 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure?**

The applying jurisdiction shall list what type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for. (Check all that apply)

Operational \$5.00 License Tax	<u>YES</u>	Specify type <u>Hamilton Co. License Tax by agreement</u>
Infrastructure Levy	<u>NO</u>	Specify type _____
Facility Users Fee	<u>YES</u>	Specify type <u>Park Facilities, including Pavilions, Ball Fields</u>
Dedicated Tax	<u>NO</u>	Specify type _____
Other Fee, Levy or Tax	<u>YES</u>	Specify type <u>Fire District Levy, Brush / Leaf Collections, Waste Collection, Administrative Fee for Development Review</u>

?

**SCIP/LTIP PROGRAM  
ROUND 20 - PROGRAM YEAR 2006  
PROJECT SELECTION CRITERIA  
JULY 1, 2006 TO JUNE 30, 2007**

NAME OF APPLICANT: CITY OF SILVERTON

NAME OF PROJECT: RAINFIELD ROAD

RATING TEAM: \_\_\_\_\_

**General Statement for Rating Criteria**

Points awarded for all items will be based on engineering experience, field verification, application information and other information supplied by the applicant, which is deemed to be relevant by the Support Staff. The examples listed in this addendum are not a complete list, but only a small sampling of situations that may be relevant to a given project.

**CIRCLE THE APPROPRIATE RATING**

1) What is the physical condition of the existing infrastructure that is to be replaced or repaired?

- 25 - Failed
- 23 - Critical
- 20 - Very Poor
- 17 - Poor
- 15 - Moderately Poor
- 10 - Moderately Fair
- 5 - Fair Condition
- 0 - Good or Better

Appeal Score

\_\_\_\_\_

**Criterion 1 - Condition**

Condition of the particular infrastructure to be repaired, reconstructed or replaced shall be a measure of the degree of reduction in condition from its original state. Capacity, serviceability, safety and health shall not be considered in this criterion. Any documentation the Applicant wishes to be considered must be included in the application package.

**Definitions:**

**Failed Condition** - requires complete reconstruction where no part of the existing facility is salvageable. (E.g. Roads: complete reconstruction of roadway, curbs and base; Bridges: complete removal and replacement of bridge; Underground: removal and replacement of an underground drainage or water system.)

**Critical Condition** - requires partial reconstruction to maintain integrity. (E.g. Roads: reconstruction of roadway/curbs can be saved; Bridges: removal and replacement of bridge with abutment modification; Underground: removal and replacement of part of an underground drainage or water system.)

**Very Poor Condition** - requires extensive rehabilitation to maintain integrity. (E.g. Roads: extensive full depth, partial depth and curb repair of a roadway with a structural overlay; Bridges: superstructure replacement; Underground: repair of joints and/or replacement of pipe sections.)

**Poor Condition** - requires standard rehabilitation to maintain integrity. (E.g. Roads: moderate full depth, partial depth and curb repair to a roadway with no structural overlay needed or structural overlay with minor repairs to a roadway needed; Bridges: extensive patching of substructure and replacement of deck; Underground: insituform or other in ground repairs.)

**Moderately Poor Condition** - requires minor rehabilitation to maintain integrity. (E.g. Roads: minor full depth, partial depth or curb repairs to a roadway with either a thin overlay or no overlay needed; Bridges: major structural patching and/or major deck repair.)

**Moderately Fair Condition** - requires extensive maintenance to maintain integrity. (E.g. Roads: thin or no overlay with extensive crack sealing, minor partial depth and/or slurry or rejuvenation; Bridges: minor structural patching, deck repair, erosion control.)

**Fair Condition** - requires routine maintenance to maintain integrity. (E.g. Roads: slurry seal, rejuvenation or routine crack sealing to the roadway; Bridges: minor structural patching.)

**Good or Better Condition** - little to no maintenance required to maintain integrity.

**Note:** If the infrastructure is in "good" or better condition, it will **NOT** be considered for SCIP/LTIP funding unless it is an expansion project that will improve serviceability.

2) How important is the project to the safety of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

**Criterion 2 – Safety**

The jurisdiction shall include in its application the type, frequency, and severity of the safety problem that currently exists and how the intended project would improve the situation. For example, have there been vehicular accidents attributable to the problems cited? Have they involved injuries or fatalities? In the case of water systems, are existing hydrants non-functional? In the case of water lines, is the present capacity inadequate to provide volumes or pressure for adequate fire protection? In all cases, specific documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

3) How important is the project to the health of the Public and the citizens of the District and/or service area?

- 25 - Highly significant importance
- 20 - Considerably significant importance
- 15 - Moderate importance
- 10 - Minimal importance
- 5 - Poorly documented importance
- 0 - No measurable impact

Appeal Score

\_\_\_\_\_

**Criterion 3 – Health**

The jurisdiction shall include in its application the type, frequency, and severity of the health problem that would be eliminated or reduced by the intended project. For example, can the problem be eliminated only by the project, or would routine maintenance be satisfactory? If basement flooding has occurred, was it storm water or sanitary flow? What complaints if any are recorded? In the case of underground improvements, how will they improve health if they are storm sewers? How would improved sanitary sewers improve health or reduce health risk? In all cases, quantified documentation is required. Mentioned problems, which are poorly documented, shall not receive more than 5 points.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply. Examples given above are NOT intended to be exclusive.

4) Does the project help meet the infrastructure repair and replacement needs of the applying jurisdiction?

Note: Jurisdiction's priority listing (part of the Additional Support Information) must be filed with application(s).

- 25 - First priority project
- 20 - Second priority project
- 15 - Third priority project
- 10 - Fourth priority project
- 5 - Fifth priority project or lower

Appeal Score

\_\_\_\_\_

**Criterion 4 – Jurisdiction's Priority Listing**

The jurisdiction must submit a listing in priority order of the projects for which it is applying. Points will be awarded on the basis of most to least importance. The form is included in the Additional Support Information.

- 5) To what extent will a user fee funded agency be participating in the funding of the project?
- ☒ 10 - Less than 10%
  - 9 - 10% to 19.99%
  - 8 - 20% to 29.99%
  - 7 - 30% to 39.99%
  - 6 - 40% to 49.99%
  - 5 - 50% to 59.99%
  - 4 - 60% to 69.99%
  - 3 - 70% to 79.99%
  - 2 - 80% to 89.99%
  - 1 - 90% to 95%
  - 0 - Above 95%
- Appeal Score \_\_\_\_\_

**Criterion 5 – User Fee-funded Agency Participation**

To what extent will a user fee funded agency be participating in the funding of the project? (Example: rates for water or sewer, frontage assessments, etc.). The applying jurisdiction must submit documentation.

- 6) **Economic Growth – How the completed project will enhance economic growth (See definitions).**

- 10 - The project will directly secure new employment
  - 5 - The project will permit more development
  - ☒ 0 - The project will not impact development
- Appeal Score \_\_\_\_\_

**Criterion 6 – Economic Growth**

Will the completed project enhance economic growth and/or development in the service area?

**Definitions:**

Secure new employment: The project as designed will secure development/employers, which will immediately add new permanent employees to the jurisdiction. The applying agency must submit details.

Permit more development: The project as designed will permit additional business development/employment. The applicant must supply details.

The project will not impact development: The project will have no impact on business development.

Note: Each project is looked at on an individual basis to determine if any aspects of this category apply.

- 7) **Matching Funds - LOCAL**

10 - This project is a loan or credit enhancement

10 - 50% or higher

8 - 40% to 49.99%

6 - 30% to 39.99%

4 - 20% to 29.99%

☒ 2 - 10% to 19.99%

☒ 0 - Less than 10%

List total percentage of "Local" funds 10 %

**Criterion 7 – Matching Funds – Local**

The percentage of matching funds which come directly from the budget of the applying agency. Ten points shall be awarded if a loan request is at least 50% of the total project cost. (If the applying agency is not a user fee funded agency, any funds to be provided by a user fee generating agency will be considered "Matching Funds – Other")

8) Matching Funds – OTHER List total percentage of “Other” funds 20 %

- 10 – 50% or higher
- 8 – 40% to 49.99%
- 6 – 30% to 39.99%
- 4 – 20% to 29.99%
- 2 – 10% to 19.99%
- 1 – 1% to 9.99%
- 0 – Less than 1%

List below each funding source and percentage

<u>MRF</u>	<u>20</u> %
_____	_____ %
_____	_____ %
_____	_____ %
_____	_____ %

(1)

**Criterion 8 – Matching Funds - Other**

The percentage of matching funds that come from funding sources other than those mentioned in Criterion 7. A letter from the outside funding agency stating their financial participation in the project and the amount of funding is required to receive points. For MRF, a copy of the current application form filed with the Hamilton County Engineer's Office meets the requirement.

9) Will the project alleviate serious capacity problems or hazards or respond to the future level of service needs of the district?  
(See Addendum for definitions)

- 10 - Project design is for future demand.
- 8 - Project design is for partial future demand.
- 6 - Project design is for current demand.
- 4 - Project design is for minimal increase in capacity.
- 2 - Project design is for no increase in capacity.

Appeal Score

(4)

\_\_\_\_\_

**Criterion 9 – Alleviate Capacity Problems**

The jurisdiction shall provide a narrative, along with pertinent support documentation, which describe the existing deficiencies and showing how congestion will be reduced or eliminated and how service will be improved to meet the needs of any expected growth or development. A formal capacity analysis accompanying the application would be beneficial. Projected traffic or demand should be calculated as follows:

**Formula:**

Existing users x design year factor = projected users

Design Year	Design year factor		
	Urban	Suburban	Rural
20	1.40	1.70	1.60
10	1.20	1.35	1.30

**Definitions:**

**Future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for twenty-year projected demand or fully developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Partial future demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service for ten-year projected demand or partially developed area conditions. Justification must be supplied if the area is already largely developed or undevelopable and thus the projection factors used deviate from the above table.

**Current demand** – Project will eliminate existing congestion or deficiencies and will provide sufficient capacity or service only for existing demand and conditions.

**Minimal increase** – Project will reduce but not eliminate existing congestion or deficiencies and will provide a minimal but less than sufficient increase in existing capacity or service for existing demand and conditions.

**No increase** – Project will have no effect on existing congestion or deficiencies and provide no increase in capacity or service for existing demand and conditions.



10) Readiness to Proceed - If SCIP/LTIP funds are granted, when would the construction contract be awarded? (See Addendum concerning delinquent projects and readiness to proceed)

- 5 - Will be under contract by December 31, 2006 and no delinquent projects in Rounds 17 & 18  
3 - Will be under contract by March 31, 2007 and/or one delinquent project in Rounds 17 & 18  
0 - Will not be under contract by March 31, 2007 and/or more than one delinquent project in Rounds 17 & 18

**Criterion 10 – Readiness to Proceed**

The Support Staff will assign points based on engineering experience and status of design plans. A project is considered delinquent when it has not received a notice to proceed within the time stated on the original application and no time extension has been granted by the OPWC. A jurisdiction receiving approval for a project and subsequently canceling the same after the bid date on the application will receive zero (0) points under this round and the following round, unless a variance is approved by the Integrating Committee.

11) Does the infrastructure have regional impact? Consider origination and destination of traffic, functional classifications, size of service area, and number of jurisdictions served, etc. (See Addendum for definitions)

10 – Major Impact

8 – Significant Impact

6 – Moderate Impact

4 – Minor Impact

2 – Minimal or No Impact

Appeal Score

4

**Criterion 11 - Regional Impact**

The regional significance of the infrastructure that is being repaired or replaced.

**Definitions:**

**Major Impact – Roads: Major Arterial:** A direct connector to an Interstate Highway; Arterials are intended to provide a greater degree of mobility rather than land access. Arterials generally convey large traffic volumes for distances greater than one mile. A major arterial is a highway that is of regional importance and is intended to serve beyond the county. It may connect urban centers with one another and/or with outlying communities and employment or shopping centers. A major arterial is intended primarily to serve through traffic.

**Significant Impact – Roads: Minor Arterial:** A roadway, also serving through traffic, that is similar in function to a major arterial, but operates with lower traffic volumes, serves trips of shorter distances (but still greater than one mile), and may provide a higher degree of property access than do major arterials.

**Moderate Impact – Roads: Major Collector:** A roadway that provides for traffic movement between local roads/streets and arterials or community-wide activity centers and carries moderate traffic volumes over moderate distances (generally less than one mile). Major collectors may also provide direct access to abutting properties, such as regional shopping centers, large industrial parks, major subdivisions and community-wide recreational facilities, but typically not individual residences. Most major collectors are also county roads and are therefore through streets.

**Minor Impact – Roads: Minor Collector:** A roadway similar in functions to a major collector but which carries lower traffic volumes over shorter distances and has a higher degree of property access. Minor collectors may serve as main circulation streets within large, residential neighborhoods. Most minor collectors are also township roads and streets and may, or may not, be through streets.

**Minimal or No Impact – Roads: Local:** A roadway that is primarily intended to provide access to abutting properties. It tends to accommodate lower traffic volumes, serves short trips (generally within neighborhoods), and provides connections preferably only to collector streets rather than arterials.

12) What is the overall economic health of the jurisdiction?

10 Points

8 Points

6 Points

4 Points

2 Points

2

Criterion 12 – Economic Health

The District 2 Integrating Committee predetermines the jurisdiction's economic health. The economic health of a jurisdiction may periodically be adjusted when census and other budgetary data are updated.

13) Has any formal action by a federal, state, or local government agency resulted in a partial or complete ban of the usage or expansion of the usage for the involved infrastructure?

10 - Complete ban, facility closed

8 - 80% reduction in legal load or 4-wheeled vehicles only

7 - Moratorium on future development, *not* functioning for current demand

6 - 60% reduction in legal load

5 - Moratorium on future development, functioning for current demand

4 - 40% reduction in legal load

2 - 20% reduction in legal load

0 - Less than 20% reduction in legal load

2

Appeal Score

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Criterion 13 - Ban

The jurisdiction shall provide documentation to show that a facility ban or moratorium has been formally placed. The ban or moratorium must have been caused by a structural or operational problem. Points will only be awarded if the end result of the project will cause the ban to be lifted.

14) What is the total number of existing daily users that will benefit as a result of the proposed project?

10 - 16,000 or more

8 - 12,000 to 15,999

6 - 8,000 to 11,999

4 - 4,000 to 7,999

2 - 3,999 and under

4968

2

Appeal Score

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Criterion 14 - Users

The applying jurisdiction shall provide documentation. A registered professional engineer or the applying jurisdictions' C.E.O must certify the appropriate documentation. Documentation may include current traffic counts, households served, when converted to a measurement of persons. Public transit users are permitted to be counted for the roads and bridges, but only when certifiable ridership figures are provided.

15) Has the jurisdiction enacted the optional \$5 license plate fee, an infrastructure levy, a user fee, or dedicated tax for the pertinent infrastructure? (Provide documentation of which fees have been enacted.)

5 - Two or more of the above

3 - One of the above

0 - None of the above

CLAIM 3, BUT ONLY  
L.C. TAX APPLIES

2

Appeal Score

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Criterion 15 – Fees, Levies, Etc.

The applying jurisdiction shall document (in the "Additional Support Information" form) which type of fees, levies or taxes they have dedicated toward the type of infrastructure being applied for.